

UNITED STATES DEPARTMENT OF THE INTERIOR
 BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT
 GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

For Public Release

1. OCCURRED

DATE: **24-APR-2021** TIME: **1900** HOURS

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER

2. OPERATOR: **Cantium, LLC**

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR: **Alliance Offshore, LLC**

REPRESENTATIVE:

TELEPHONE:

3. OPERATOR/CONTRACTOR REPRESENTATIVE/SUPERVISOR ON SITE AT TIME OF INCIDENT:

8. OPERATION:

4. LEASE: **00374**

AREA: **MP** LATITUDE:

BLOCK: **41** LONGITUDE:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER **Abandonment**

5. PLATFORM: **CA**

RIG NAME: *** LIFT BOAT**

6. ACTIVITY:

- EXPLORATION (POE)
- DEVELOPMENT/PRODUCTION (DOCD/POD)

9. CAUSE:

7. TYPE:

INJURIES:

HISTORIC INJURY

- EQUIPMENT FAILURE
- HUMAN ERROR
- EXTERNAL DAMAGE
- SLIP/TRIP/FALL
- WEATHER RELATED
- LEAK
- UPSET H2O TREATING
- OVERBOARD DRILLING FLUID
- OTHER _____

	OPERATOR	CONTRACTOR
<input checked="" type="checkbox"/> REQUIRED EVACUATION	0	1
<input type="checkbox"/> LTA (1-3 days)		
<input checked="" type="checkbox"/> LTA (>3 days)	0	1
<input type="checkbox"/> RW/JT (1-3 days)		
<input type="checkbox"/> RW/JT (>3 days)		
<input type="checkbox"/> FATALITY		
<input type="checkbox"/> Other Injury		

10. WATER DEPTH: **39** FT.

11. DISTANCE FROM SHORE: **10** MI.

12. WIND DIRECTION:
SPEED: M.P.H.

13. CURRENT DIRECTION:
SPEED: M.P.H.

14. SEA STATE: FT.

15. PICTURES TAKEN:

16. STATEMENT TAKEN:

- POLLUTION
- FIRE
- EXPLOSION

- LWC
- HISTORIC BLOWOUT
 - UNDERGROUND
 - SURFACE
 - DEVERTER
 - SURFACE EQUIPMENT FAILURE OR PROCEDURES

COLLISION HISTORIC >\$25K <=\$25K

INCIDENT SUMMARY:

On 24 April 2021 at approximately 1900 hrs, an injury occurred at MP 41-CA, an unmanned production platform owned and operated by Cantium, LLC (Cantium). The Injured Person (IP) was employed by Alliance Energy Services, LLC (AES) who was contracted by Cantium to perform removal of the Dry Hole Tree (DHT) on Well CA-30. The Liftboat 'Charleston', owned and operated by Alliance Offshore, was on location for the removal of the DHT. The Liftboat crane's load line was attached to a sling on the casing head of the well with a 30 ft, 3/4 in cable rated for 4.1 tons, to begin pulling pipe from the well. Due to the sea state rising, the Liftboat needed to be raised to avoid the seas hitting the bottom of the boat. A "Toolbox Talk" which is an informal group discussion that focuses on a safety issue, was held with all personnel on deck to discuss raising the Liftboat. While the Liftboat was being adjusted, the sling attached to the DHT failed and parted, striking the IP slightly above his right elbow. The IP was flown to Terrebonne General Medical Center in Houma, Louisiana for further evaluation and treatment beyond first aid.

SEQUENCE OF EVENTS:

On 24 April 2021 at around 1900 hours, the crane from the Liftboat Charleston was attached to the DHT of Well CA-30 on the MP 41-CA platform. Due to sea state rising, the Crane Operator notified the AES Supervisor that they needed to let slack out of the load line and jack up the Liftboat due to seas hitting the bottom of the boat. After a Toolbox Talk with all personnel on deck, the IP and an AES helper stayed on the platform to disconnect the chains that were securing the walkway to the platform. The Crane Operator then slacked off an estimated 4 ft of the load line attached to the sling which was still connected to the DHT. Next, the Crane Operator got out of the crane and assisted the AES Supervisor with disconnecting the chains attached to the walkway of the Liftboat to the platform. Once completed, the Crane Operator notified the Liftboat's Mate to begin jacking up the boat to the Crane Operator's desired height. While trying to secure the walkway from the Liftboat to the platform they noticed that the Liftboat needed to jack up a couple more inches. At this time the IP removed the chain securing the walkway to the platform and stood next to the CA-30 wellhead. The crane operator then notified the Liftboat's Mate to jack up the boat. As the Liftboat lifted, the slings that were attached to the crane and the DHT gave way striking the IP in the arm leaving an approximate 3 in laceration above his right elbow and triceps. The incident was reported to the Bureau of Safety and Environmental Enforcement (BSEE) New Orleans District (NOD) on 26 April 2021 at 0801 hrs.

BSEE INVESTIGATION:

On 26 April 2021 at 0801 hours, an AI with the BSEE NOD received notification of an injury that required evacuation from Cantium's MP 41-CA facility. The AI contacted two BSEE Inspectors that were already in transit to MP 41-CA for an annual inspection so they can gather information and documents related to the incident. Inspectors gathered Job Safety Analysis (JSA), witness statements, photos, incident report, crane credentials, annual crane inspection, and crane pre-use inspection. The damaged sling was not available for inspection when the Inspectors arrived so they could determine if the tag was expired or if the condition was unsatisfactory.

On 7 May 2021, the BSEE AI contacted the Quality, Health, Safety and Environment (QHSE) Manager for AES to gather more details on the status of the IP. The AI received information that the IP's injuries resulted in a Lost Time Accident (LTA) > 3 days. The Root Cause Analysis (RCA), photographs, and JSA's were received by the BSEE AI from both AES and Cantium. It was discovered from the photographs and information

provided that the sling got caught on one of the hanger pins located on the DHT when the boat was being raised.

CONCLUSIONS:

The slings used were still attached to the DHT while the change in elevation took place with no one watching the live end of the load. When the liftboat was being raised, one of the slings got caught on a tubing hanger pin causing the sling to exceed its capacity and break.

18. LIST THE PROBABLE CAUSE(S) OF ACCIDENT:

- Equipment Failure - Capacity of sling exceeded the force exerted.
- Human Performance Error - Not aware of hazards associated with making changes to the Liftboat's elevation while the crane was still connected to the lift.
- Management Systems - Inadequate hazard analysis.

19. LIST THE CONTRIBUTING CAUSE(S) OF ACCIDENT:

N/A

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

Sling

Broken sling

ESTIMATED AMOUNT (TOTAL): \$300

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

The BSEE New Orleans District has no recommendations for the Office of Incident Investigations at this time.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

25. DATE OF ONSITE INVESTIGATION:

26-APR-2021

26. INVESTIGATION TEAM MEMBERS:

Nathan Bradley - Accident Investigator
/ Jason Bowens - Production Inspector
/ Michael Baham - Production Inspector
/

27. OPERATOR REPORT ON FILE:

28. ACCIDENT CLASSIFICATION:

29. ACCIDENT INVESTIGATION
PANEL FORMED: NO

OCS REPORT:

30. DISTRICT SUPERVISOR:

David Trocquet

APPROVED

DATE:

21-JUL-2021